



GLOBAL MIRAI @Portland LSMGO /// MARPOL Annex VI New Regulation Guidance

Hiroaki\_Abe

宛先:

Saya\_Komatsu, k\_hayashi

2015/01/15 09:53

Cc:

ak\_yamamoto, Go\_Kikuchi, Katsunori\_Kajiyama, Katsura\_Yamaguchi, Kosho\_Sakai, Ryunosuke\_Narita, ship.bulk, ship\_sms, Shuzo\_Yasui, Yoshihide\_Kotani, Yuki\_Kashimoto, ENVIRONMENT

詳細を非表示

送信元: Hiroaki\_Abe@jp.nykline.com リストのソート...

宛先: Saya\_Komatsu@jp.nykline.com, k\_hayashi@hachiuma.co.jp,

Cc: ak\_yamamoto@hachiuma.co.jp, Go\_Kikuchi@jp.nykline.com, Katsunori\_Kajiyama@jp.nykline.com, Katsura\_Yamaguchi@jp.nykline.com, Kosho\_Sakai@jp.nykline.com, Ryunosuke\_Narita@jp.nykline.com, ship.bulk@hachiuma.co.jp, ship\_sms@hachiuma.co.jp, Shuzo\_Yasui@jp.nykline.com, Yoshihide\_Kotani@jp.nykline.com, Yuki\_Kashimoto@jp.nykline.com, ENVIRONMENT@jp.nykline.com

> 八馬汽船

> 林様

代理店経由にてUSCG宛てEPAへの後追い報告の問題有無についてNBP小松さんより問い合わせ、代理店からは未だ返答なしとの理解ですが、

Portland PSC当局からの以下連絡を1/13に受信。やはり、EPA-USCG間の軋轢思慮することなく、EPAへ連絡せざるを得ないのではと思慮致します。

> NBP小松さん

今後、当局(EPA)からの問い合わせに迅速にするために、後追い報告に関する代理店とのやり取りにつき、当メール受信者と共有方お願い致します。

NYK BULK PROJECTS

ハンディ技術チーム

阿部博映

----- 転送者: Hiroaki Abe/NGB/NYK\_TYO 転送日: 2015/01/15 09:24 -----

送信元: PSC-PDX@uscg.mil

宛先: "portland@transmarine.com" <portland@transmarine.com>, PSC-PDX <PSC-PDX@uscg.mil>,

Cc: NGB YOSSEN/NGB/NYK\_TYO@NYK\_JP, FUEL/NYK\_TYO@NYK\_JP, TRAMPAAA/NGB/NYK\_TYO@NYK\_JP, Yuki Kashimoto/NGB/NYK\_TYO@NYK\_JP, Hiroaki Abe/NGB/NYK\_TYO@NYK\_JP, "master.3FY7@globeemail.com"

<master.3FY7@globeemail.com>, Mark Hanson <m.hanson@transmarine.com>, Saya Komatsu/NGB/NYK\_TYO@NYK\_JP

日付: 2015/01/13 00:13

件名: RE: MARPOL Annex VI New Regulation Guidance

Good Morning,

Please be advised that the USCG does forward any information to the EPA. All information and non availability reports must be submitted directly to the EPA via the Email provided in the attached guidance. Thank you for notifying our office but you must comply with Annex VI requirements through the EPA not the USCG.

EPA Fuel oil Non Availability Report Form Template.

<http://www2.epa.gov/sites/production/files/documents/fondinstructions.pdf>

EPA Website:

<http://www.epa.gov/otaq/oceanvessels.htm>

CG Homeport website:

<http://www.uscg.mil/hq/cgcv/cvc/marpol.asp>

MST1 Kaleena Carpino  
Port State Control Department  
MSU Portland  
6767 N. Basin Ave  
Portland Or 97217

-----Original Message-----

From: portland@transmarine.com [<mailto:portland@transmarine.com>]

Sent: Sunday, January 11, 2015 1:02 PM

To: PSC-PDX

Cc: Transmarine Portland; NGB\_YOSEN@jp.nykline.com; FUEL@jp.nykline.com;

TRAMPAAA@jp.nykline.com; Yuki\_Kashimoto@jp.nykline.com;

Hiroaki\_Abe@jp.nykline.com; master.3FYY7@globeemail.com; Mark Hanson; Transmarine Portland; Saya\_Komatsu@jp.nykline.com

Subject: RE: MARPOL Annex VI New Regulation Guidance

To: USCG Portland

Fm: Transmarine Portland

Ref: M/V Global Mirai Bunker Supply

Good day

As per our telecom please note the attached letter with regard to the above vessel and its current situation with the LSFO requirements. Please review the attached and pass it on to the required parties.

We thank you in advance for your cooperation in this matter.

Thanks and regards: Tony Anderson sr.

Columbia River Marketing Manager

Transmarine Navigation Portland Oregon

-----Original Message-----

From: PSC-PDX [<mailto:PSC-PDX@uscg.mil>]

Sent: Sunday, January 11, 2015 9:42 AM

To: Transmarine Portland

Subject: FW: MARPOL Annex VI New Regulation Guidance

As requested, have a great day.

MST1 Kaleena Carpino  
Port State Control Department  
MSU Portland  
6767 N. Basin Ave  
Portland Or 97217

-----Original Message-----

From: PSC-PDX

Sent: Tuesday, December 30, 2014 11:54 AM

To: portland@transmarine.com; portland@acgishipping.com; Evan Jones;  
 pdx@cascademarine.net; operations@talonships.com; ISS.Portland@iss-shipping.com;  
 pnw-portland@pnwship.com; Grays Harbor Agent ( Blue Water Shipping Co. ); 'NL  
 Portland' (ptl-ops@nortonlilly.com); tsc@transversal-group.com; Agency;  
 nasa@nasapnw.com; wss-pdx-shipsagency@wilhelmsen.com; Wilhelmsen Ships Portland  
 OR 1; wss.portland@wilhelmsen.com; BPhelps@interoceanss.com  
 Cc: PSC-PDX  
 Subject: MARPOL Annex VI New Regulation Guidance

Good Morning,

Reminder, January 1, 2014 is fast approaching with new 0.1% Low Sulphur Fuel Oil (LSFO) requirements! We have received a lot of inquiries about what Coast Guard enforcement actions will be for non-compliant vessels. In short, the enforcement remains the same as for the 1% standard. See attachment for expected actions from the Coast Guard. Everything is the same except the percentage decreased.

Vessel's operating within the North American Emission Control Area (ECA) on January 1 and beyond are expected to have compliant fuel. If the vessel does not plan on meeting the deadline they shall:

1) Inform their Flag that they are operating in the North American ECA without compliant fuel oil.

2) Submit a Non-availability report to the EPA at  
<http://www2.epa.gov/sites/production/files/documents/fondinstructions.pdf>

If Coast Guard comes on board, they will check specifically for these items. Vessel's that cannot provide evidence of these items may be subject to control actions or detention.

If the vessel chooses to operate in the ECA with non-complaint fuel January 1, 2014 and beyond they will be issued a code 17, "Rectify Prior to Departure Deficiency" and will be required to send our office a corrective action plan, signed by the Master, with one of the following explanations - the Bunker Delivery Note (BDN) showing they received compliant (less than 0.1% sulfur) fuel oil; a plan saying they will receive it in the next U.S. port; or a plan stating they are not purchasing compliant fuel oil and the owner/operator does not plan to purchase compliant fuel oil in this port.

If we receive the BDN with compliant fuel oil, the 17 is cleared and the vessel will be cleared to depart.

If they will be receiving fuel in the next U.S. port, we will change the deficiency to a 15c (corrected by next U.S. port).

If they are not purchasing fuel oil, we will change it to a code 50c (corrected within 30 days).

If the vessel goes with the last two options, we will inform the Master that "The owner/operator of the vessel is subject to a separate MARPOL Annex VI violation for each day of operation not in compliance with these regulations. All ECA violations are referred to the EPA. The EPA may take enforcement action to include administrative penalties, and judicial action."

If you have a vessel not in compliance with the new MARPOL Annex VI regulations, please inform us at your earliest convenience and start working on the non-availability report as well as the Flag state notification and corrective action plan so that the deficiencies can be cleared as soon as possible.

Thank you for your cooperation and patience as we work through these new regulations.

Please contact our office with any questions. Thank you!

Respectfully,

MST1 Kerri Stanley  
United States Coast Guard  
Port State Control  
Marine Safety Unit Portland, OR  
6767 North Basin Avenue  
Portland, OR 97217  
Phone: (503) 240-9339  
psc-pdx@uscg.mil

[添付ファイル "USCG & ECA BUNKER LETTER.PDF" は Hiroaki Abe/NGB/NYK\_TYO が削除しました] [添付ファイル "EPA - Non-Availability of Fuel Policy.pdf" は Hiroaki Abe/NGB/NYK\_TYO が削除しました] [添付ファイル "finalfuelavailabilityguidance-0626.pdf" は Hiroaki Abe/NGB/NYK\_TYO が削除しました]

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